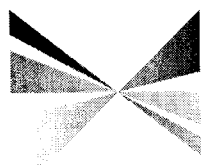


SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

**Officers:** President: Yoni Young, Port Hueneme •  
First Vice President: Yvonne Burke, Los Angeles  
County • Second Vice President: Gary Ovitt, San  
Bernardino County • Immediate Past President:  
Ron Roberts, Temecula

**Imperial County:** Victor Carrillo, Imperial  
County • Jon Edney, El Centro

**Los Angeles County:** Yvonne Burke, Los Angeles  
County • Zev Yaroslavsky, Los Angeles County •  
Jim Aldinger, Manhattan Beach • Harry Baldwin,  
San Gabriel • Paul Bowlen, Cerritos • Tony  
Cardenas, Los Angeles • Stan Carroll, La Habra  
Heights • Margaret Clark, Rosemead • Gene  
Daniels, Paramount • Mike Dispenza, Palmdale  
• Judy Dunlap, Inglewood • Rae Gabelich, Long  
Beach • David Gafin, Downey • Eric Garretti, Los  
Angeles • Wendy Greuel, Los Angeles • Frank  
Gurulé, Cudahy • James Hahn, Los Angeles •  
Janice Hahn, Los Angeles • Isadore Hall,  
Compton • Keith W. Hanks, Azusa • Tom  
LaBonge, Los Angeles • Paula Lantz, Pomona •  
Martin Ludlow, Los Angeles • Cindy  
Miscikowski, Los Angeles • Paul Nowatka,  
Torrance • Pam O'Connor, Santa Monica • Alex  
Padilla, Los Angeles • Bernard Parks, Los  
Angeles • Jan Perry, Los Angeles • Ed Reyes, Los  
Angeles • Greg Smith, Los Angeles • Tom Sykes,  
Walnut • Paul Talbot, Alhambra • Sidney Tyler,  
Pasadena • Tonla Reyes Uranga, Long Beach •  
Antonio Villaraigosa, Los Angeles • Dennis  
Washburn, Calabasas • Jack Weiss, Los Angeles  
• Bob Yousefian, Glendale • Dennis Zine, Los  
Angeles

**Orange County:** Chris Norby, Orange County •  
Christine Barnes, La Palma • John Beauman,  
Brea • Lou Bone, Tustin • Art Brown, Buena Park  
• Richard Chavez, Anaheim • Debbie Cook,  
Huntington Beach • Cathryn DeYoung, Laguna  
Niguel • Richard Dixon, Lake Forest • Marilyn  
Poe, Los Alamitos • Tod Ridgeway, Newport  
Beach

**Riverside County:** Jeff Stone, Riverside County •  
Thomas Buckley, Lake Elsinore • Bonnie  
Flickinger, Moreno Valley • Ron Loveridge,  
Riverside • Greg Pettis, Cathedral City • Ron  
Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San  
Bernardino County • Lawrence Dale, Barstow •  
Paul Eaton, Montclair • Lee Ann Garcia, Grand  
Terrace • Tim Jasper, Town of Apple Valley • Larry  
McCallion, Highland • Deborah Robertson,  
Rialto • Alan Wapner, Ontario

**Ventura County:** Judy Mikels, Ventura County •  
Glen Becerra, Simi Valley • Carl Morehouse, San  
Buena Ventura • Yoni Young, Port Hueneme

**Orange County Transportation Authority:** Lou  
Correa, County of Orange

**Riverside County Transportation Commission:**  
Robin Love, Hemet

**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

599-5124/05

## MEETING of the

# MAGLEV TASK FORCE

**Thursday, December 8, 2005  
11:00 a.m. – 1:00 p.m.**

**SCAG Offices  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Riverside B Conference Room  
Los Angeles, California 90017  
213. 236.1800**

## Agenda Enclosed

**NOTE:  
VIDEO CONFERENCE SITE AVAILABLE  
(To reserve video conferencing, please contact  
Arnold San Miguel at 951-784-1513)**

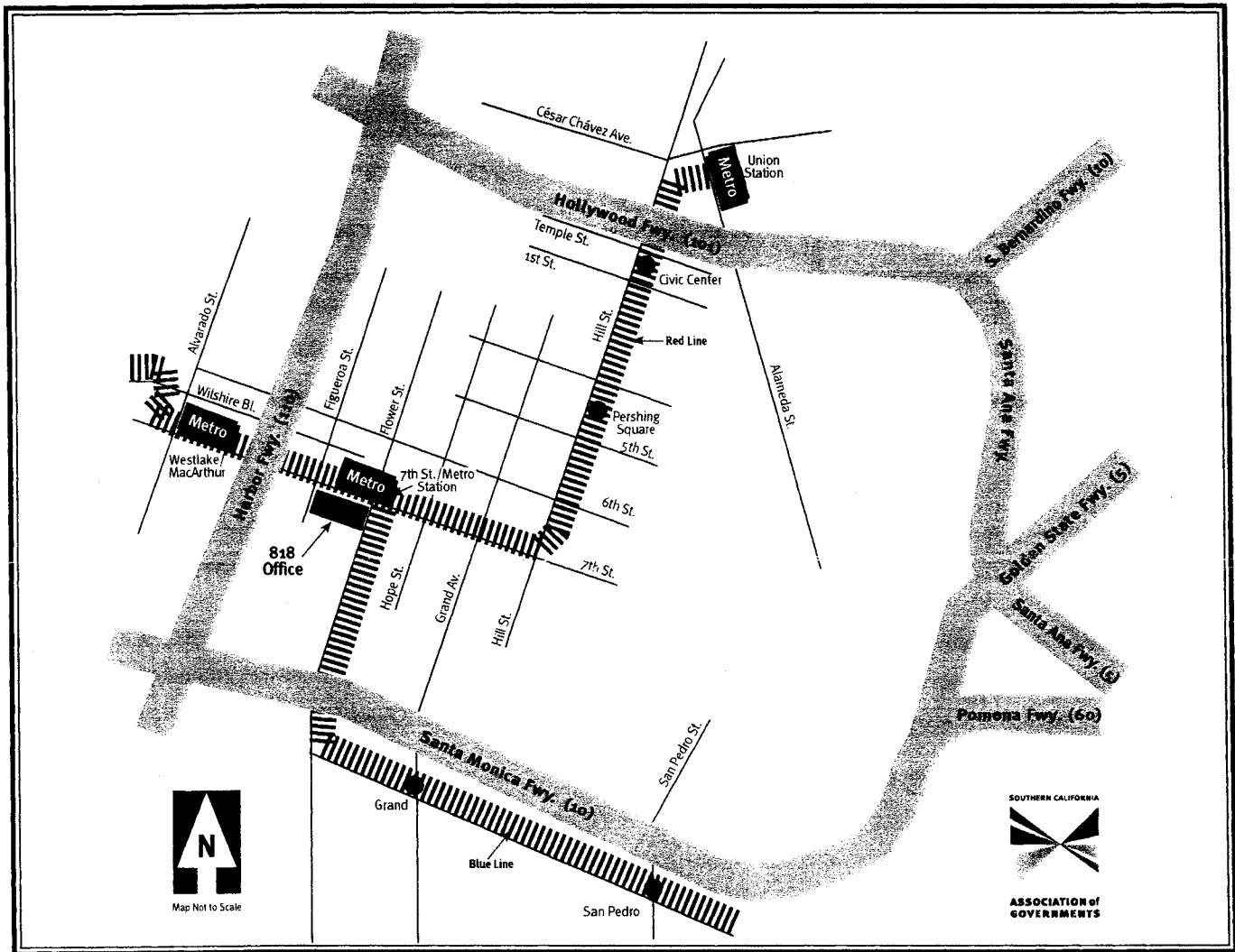
**SCAG Inland Office  
3600 Lime Street, Suite 216  
Riverside, CA 92501**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Pria Hidisyan at 213.236.1953 or [hidisyan@scag.ca.gov](mailto:hidisyan@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.



# How to get to the Southern California Association of Governments



## To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

## By Transit...

- SCAG is accessible by all Metrolink Service to Union Station. Transfer to the Metro Red Line (free transfer with Metrolink ticket) and get off at 7th and Metro Station. Metro Red Line Service from Hollywood to SCAG is also available.
- SCAG is accessible by the Blue Line. Get off at 7th and Metro Station.
- SCAG is served directly by DASH Routes A, B, E, and F. Bus Service via MTA, Foothill, Santa Monica, and Orange County transit is available to downtown. Call 1-800-Commute for details.

## SCAG Main Office:

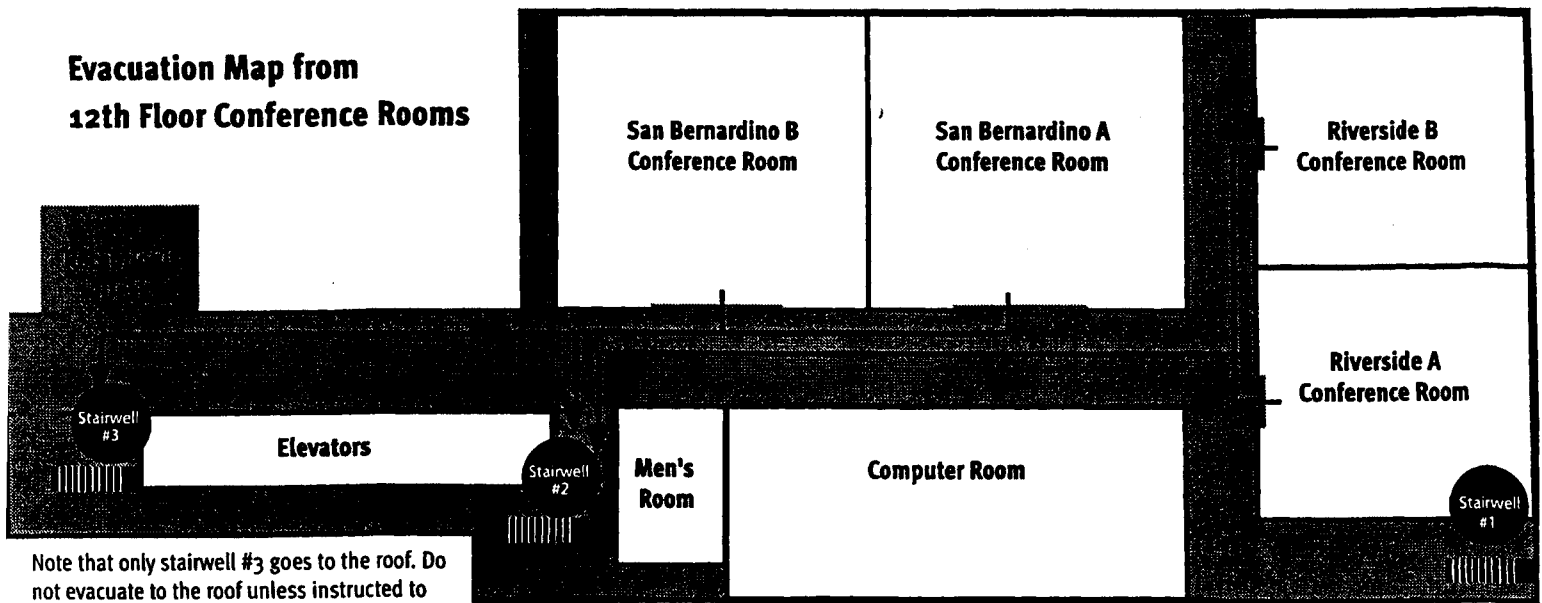
818 West 7th Street 12th Floor, Los Angeles, CA 90017-3435 (213) 236-1800 fax: (213) 236-1825



Rev. 9/99

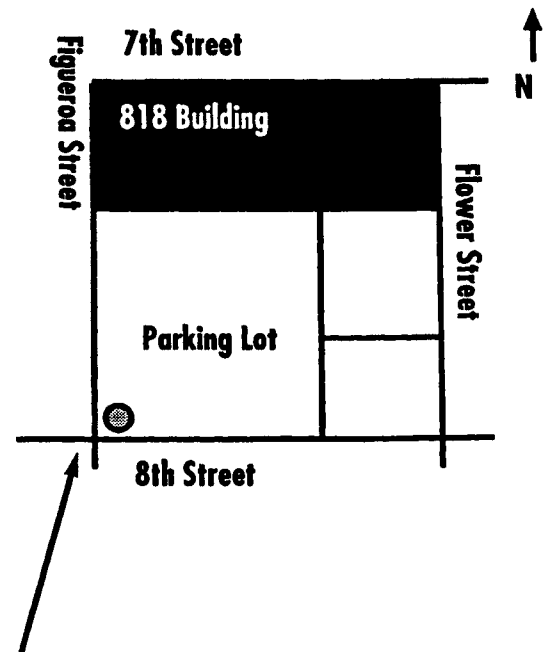
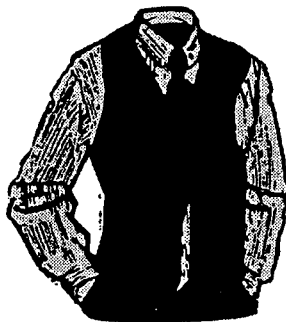
# Emergency Evacuation Procedures:

**Evacuation Map from  
12th Floor Conference Rooms**



Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown above.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.



**SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS**

## AGENDA

## TIME

- 6.1. The California Regional Maglev Project**
- San Diego/Los Angeles**
- Produced by Sandor Shapery,**  
**Principal, Shapery Enterprises**

**6.2. Maglev and Goods Movement  
Presentation**

**Reed Tanger, Project Manager  
Transrapid International-USA**

**7. OPEN DISCUSSION**

**Committee Members**

**Provide direction to staff on issues of interest for future discussion.**

**8. CHAIR'S REPORT**

**Hon. Robin Lowe,  
Chair**

**9. NEXT MEETING**

**Thursday, January 12, 2006**

**HAPPY HOLIDAYS AND A WONDERFUL 2006!**

**Summary Minutes**  
**MAGLEV TASK FORCE MEETING**  
Thursday, November 10, 2005

The Maglev Task Force of the Southern California Association of Governments held its meeting at the SCAG offices downtown Los Angeles. The meeting was called to order by the Vice Chair Lou Bone, City of Tustin. There was a quorum.

**1.0 CALL TO ORDER**

Vice Chairman Lou Bone called the meeting to order.

**2.0 INTRODUCTION**

Vice Chairman Lou Bone conducted introductions and welcome of members and audience present at SCAG's Los Angeles and Riverside offices.

**3.0 PUBLIC COMMENT PERIOD**

No public comment.

**4.0 CONSENT CALENDAR**

**4.1** Minutes from the meeting of September 8, 2005 were approved.

**5.0 ACTION ITEMS**

**5.1** Approval of Public Involvement Plan

Item was pulled from agenda because of the need for additional updates.

**5.2** Approval of Cost Estimation Methodology

Mr. Don Currie presented the cost estimation methodology that IBI group will be using for Phase II. Provided an overview of the major cost components and contingencies, including stations, structures, vehicles, earthwork, power, etc.

Mr. Ron Bates asked whether the portion between West Covina and Ontario would be built first, followed by West Covina to Union Station, and finally Union Station to West LA. Mr. Zahi Faranesh confirmed this. Mr. Bates asked to verify that the financing would be for the whole system, not just for the pieces. Mr. Currie responded that it would be for both the overall system and the segments.

Mr. Bates asked whether the information from this step would be detailed enough to establish a foundation to give the business community a clear vision of a bankable project. Mr. Alistair Baillie stated that a business plan is being developed that will pass that give significant detail for the business community.

Mr. Lou Bone asked what size and acreage was being considered for the stations. Mr. Currie stated that they will be looking at open areas available for redevelopment, as well as multi-level stations on smaller pieces of land. Mr. Bill Delo added that the stations will be about as big as Union Station, smaller than an airport, but larger than a light rail station. Mr. Bates asked about the traction power stations that will be needed. Mr. Delo stated that IBI is working with TRI to determine the need. Mr. Steve Lantz stated that sound walls and landscaping as mitigation must be integral to every element of the stations.

Mr. Bates asked to what extent is the movement of freight being considered with regard to the design of the vehicles and the system. Mr. Currie responded that TRI will be engaged in determining the capabilities. Mr. Bates asked how freight would be considered from the cost perspective. Mr. Delo stated that the majority of the facilities will be capable of the high priority freight (UPS, Fedex). TRI has already built-in this capability as an option on its cars; it's with regard to ship cargo that more significant upgrades and modifications would be needed. As it stands focus will be on high-priority cargo, not on air cargo which would also require facilities modifications.

Mr. Lantz asked whether the cargo needs would be designed into the stations. Mr. Delo confirmed that they would be for high-priority cargo. Mr. Bone asked how the cars would be configured. Mr. Delo said that the flexibility exists, but the specific configuration is yet to be determined. Mr. Bone commented that the cars that are ordered for Metrolink take 24 months to arrive, and this could be an issue for Maglev as well.

Mr. Bates stated that it will be in future phases when airports are connected that freight will be a real concern. Mr. Lantz asked whether the guideway was designed so that it could carry ship containers. Mr. Currie stated that it could be designed for this need. Ms. Christine Barnes asked for confirmation that the weight capacity for cargo is being considered in design. Mr. Bates noted the displeasing aesthetics of the Shanghai line and asked how this guideway could be designed to be both substantial enough for freight movement and environmentally pleasing. Mr. Delo noted that the Shanghai was built quickly and on a swamp, which led to the most utilitarian design.

Mr. Frank Gurule moved to approve the Cost Estimation Methodology. The motion was passed.

## **6.0 INFORMATION ITEMS**

### **6.1 Update on Maglev Orange Line**

Mr. Al Perdon gave an update on the status of the Maglev Orange Line corridor project. He described the JPA that was formed and the public/private structure of the project. He raised the issue of moving freight along the line, and stated that

system designs would consider the movement of high-value freight, as well as container freight.

Mr. Bates commented that if it is economically viable to build a primarily passenger oriented system, public support may be garnered more easily than a system focused on freight. Mr. Perdon noted that either way, communities may be concerned enough with diesel emissions to support the system as a mitigation to congestion and pollution. He stated that demand for both freight and passenger movement is high, and thus both should be pursued concurrently.

Mr. Lantz asked whether the Orange Line had spoken with the railroads, given that his discussions with them tended to be focused on capacity and reliability, and less on speed. He asked what the cost comparison might be adding capacity to existing rail or highways. Mr. Lantz stated that passenger cars and freight cars would not be able to share the same guideway. Mr. Bates asked for clarification that the system is capable of moving container freight. Mr. Perdon explained that ship container freight would not be able to move as quickly as cars moving passengers and high-priority freight.

Mr. Perdon stated that while other Maglev projects are focused on speed, the Orange Line project is concerned with serving the cities along the corridor with more stops within as little as 3 miles of each other. Mr. Bone asked how many stops had been identified. Mr. Perdon responded that this was yet to be determined. Mr. Bates added that speeds could be kept up operationally with skip-stops.

Mr. Robert Hernandez asked if studies had been done to determine potential ridership. Mr. Bates asked whether freight was included as a component in those studies. Mr. Perdon responded that freight had been a minimal consideration.

Mr. Bates inquired why Maglev should be used for heavy freight as opposed to a heavy rail system. Mr. Perdon responded that economically Maglev would be more effective, because of speed and operating cost advantages. Mr. Bates asked whether any studies had been conducted to compare these two alternatives.

Mr. Frank Gurule asked what the purpose is of having these two separate studies. Mr. Bone added that Palmdale, for example, is being considered by both studies. Mr. Perdon explained that the Orange Line project combines both feasibility studies. Mr. Bates asked whether the Santa Clarita area is going to be satisfied with the proposed lower speeds between downtown LA and Santa Ana. Mr. Perdon emphasized the importance of cooperating between SCAG and the Orange Line. Mr. Bates noted that the difficulty lies in working through the differences between a slow system with many stops and a fast system with fewer stops. Mr. Gene Daniels stated that he is on the Board of the Orange Line and that representatives from each city along the corridor are involved in the decision-making process.

Mr. Bates recalled that ridership studies indicated that high speeds were needed to attract riders along the IOS, in order to support the financial case for the system.



Mr. Perdon responded that every corridor is different and suggested that speed profiles be conducted. Mr. Faranesh confirmed that when station optimization was done for the IOS study, it indicated that ridership would be higher with fewer stations along the corridor, allowing the train to go at higher speeds. He stated that each line is a complement to another, as opposed to being in competition.

Mr. Richard Dixon stated that the IOS was identified in order to compete for national funding with a plan that had the highest probability of being built, with viable rights-of-way and ridership projections. He stated that a lot of assumptions were being made with regard to the rights-of-way possibilities. He stated that if another area or group of cities is looking into a Maglev line, they should have a seat on the Task Force. Mr. Bone added that the goal of the Task Force is to look at the region, not individual cities and communities. Mr. Bates affirmed the need for an initial segment to become operational in order to provide good data and numbers to bolster support for future segments and system expansion.

Mr. Perdon concluded that having the affected cities recognize the benefits and have a stake in the project, financial commitments will be easier to garner.

## **6.2 Cambridge Systematics Alternatives Analysis Update**

Mr. Faranesh gave an update on the Alternatives Analysis. A Notice to Proceed for Task 1 of the Detailed Work Plan has been issued, upon approval by the FRA, which is focused on the Review of Available Plans and Data. The remaining tasks of the Detailed Work Plan are being finalized by the Project Managers.

## **6.3 Shanghai Trip Update**

Staff is working to identify funding for sending elected officials from along the IOS to go to Shanghai. Combining the SCAG trip with other proposed visits coordinated by the Orange Line, LAWA and SANDAG is being explored. This trip would also include a side trip to see the slow-moving Maglev in Japan. The target date is March 2006.

## **7.0 OPEN DISCUSSION**

Mr. Bone raised the question of the slow-moving versus regular Maglev. Mr. Faranesh clarified that they are both Maglev, but they are different technologies, with TRI's technology capable of moving at higher speeds than the Japanese Maglev technology.

Mr. Barnes asked to verify that the trains making skip-stops would use the same cars as those that stop more frequently. Mr. Bates added that the high-speed Maglev would need to be used for both. Ms. Barnes inquired whether more stops would improve ridership, although that would lower average speeds.

Mr. Lou Bone raised the question of whether Corona wants a station. He asked that the City Council be contacted to determine their interest in being involved. Mr. Hernandez replied that there doesn't seem to be consensus among the Council on whether they would like a stop.

Mr. Frank Sherkow stated that Corona had sent a letter to NDOT asking a series of questions. To date they have not yet responded to all of the city's concerns. Many of these questions may be answered through the environmental process, but there will need to be more interface to make sure that RCTC and Corona are at the table during the process.

Mr. Bates suggested that a letter be sent to NDOT stating that SCAG anticipates that the issues raised by Corona will be addressed during the environmental review process, and if not an explanation should be given for why not. Also a second letter should be sent to the City Council of Corona, requesting officially that someone join the Maglev Task Force. A motion was passed to send these letters.

## **8.0 CHAIR'S REPORT**

No Chair's Report.

## **9.0 NEXT MEETING**

December 8, 2005

**ATTENDANCE LIST  
(FROM SIGN-IN SHEETS)**

Members Present:

Hon. Lou Bone, Vice Chair	City of Tustin
Hon. Gene Daniels	City of Paramount
Hon. Greig Smith	City of Los Angeles
Hon. Frank Gurule	City of Cudahy
Mr. James McCarthy	Caltrans District 7
Hon. Christine Barnes	City of La Palma
Hon. Robert Hernandez	City of Anaheim
Dr. Ron Bates	Resident of Los Alamitos
Hon. Richard Dixon	City of Lake Forest
Mr. Steve Lantz	Metrolink
* Hon. Ron Roberts	City of Temecula
* Hon. Lawrence Dale	City of Barstow
(*Attended via videoconference)	

Guests:

Sharad Mulchand	MTA
John Lower	City of Anaheim
Bill Delo	IBI Group
Gary Green	Caltrans District 8
Dilara Rodriguez	City of Los Angeles
Al Perdon	Orangeline Development Authority
Aileen Kennedy	Caltrans District 12
Dennis Kilroy	Vetwave
Frank Sherkow	Aztec Engineering
Luis Lopez	Vetwave
Alistair Baillie	IBI Group
Don Currie	IBI Group
James Vint	Lockheed Martin
Hannah Lee	City of Los Angeles / Council District 12
Grace Balmir	FTA/FHWA
Rudyard Clark	self

SCAG Staff:

Sarah Adams  
Zahi Faranesh  
Pria Hidisyan  
Rich Macias  
Anthony Piunno

# **M E M O**

## **ITEM 5.1**

---

**To:** Maglev Task Force Members  
**From:** Chris Robert, The Robert Group  
**Date:** December 8, 2005  
**RE:** Approval of Public Involvement Plan

---

### **RECOMMENDATION:**

Review and approve the attached Public Involvement Plan presented by the Robert Group as part of the Phase 2 (Preliminary Engineering) Outreach and Communications effort. The plan is a strategic, comprehensive and systematic approach for interfacing with key stakeholders. Ms. Robert will discuss the Public Involvement Plan, explain how it will be carried out and propose a general schedule for outreach efforts.

### **SUMMARY:**

Staff reviewed and provided feedback to the Public Involvement Plan. The plan was found to be consistent with the Outreach/Communications component of the Scope of Work identified for Phase 2, specifically Milestone 5 of Part 1, and Milestone 4 of Parts 2 and 3. The plan is also consistent with Federal Railroad Administration requirements.

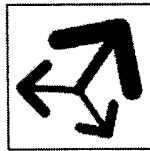
The document discusses the following:

1. Stakeholder Identification
2. Stakeholder Meetings
3. Station Siting Workshop
4. Collateral Material Development
5. Website
6. Summary of Comments

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
MAGLEV DEPLOYMENT PROGRAM

PART 1 - MILESTONE 5  
PART 2 - MILESTONE 4  
PART 3 - MILESTONE 4

**PUBLIC INVOLVEMENT PLAN**



**September 2005**

**Lockheed Martin- Integrated Systems and Solutions**  
2050 S. Blosser Road  
Santa Maria, CA 93458

**IBI Group**  
18401 Von Karman Avenue, Suite 110  
Irvine, CA 92612

© 2005 LOCKHEED MARTIN CORPORATION. All rights reserved.



## Table of Contents

2.0 Executive Summary .....	1
2.5.1 Public Involvement Plan – Part 1 .....	4
2.4.2 Public Involvement Plan – Part 2 .....	8
2.4.3 Public Involvement Plan – Part 3 .....	12

## 2.0 Executive Summary

### Overview

This document presents the three Public Involvement Plans (PIP) completed as part of the Maglev Deployment Program: Phase 2 Outreach and Communications effort. The PIP reports will address each of the three project parts, from West Los Angeles to Ontario International Airport, approximately 54 miles in length. The project parts are as follows:

- Part I: Ontario International Airport (ONT) to San Gabriel Valley (19 miles)
- Part II: San Gabriel Valley to Union Station (18 miles)
- Part III: Union Station to West Los Angeles (17 miles)

The PIP reports are identified as deliverables under the following project Milestones:

- Part I: Ontario International Airport to San Gabriel Valley – Milestone 5
- Part II: San Gabriel Valley to Union Station – Milestone 4
- Part III: Union Station to West Los Angeles – Milestone 4

These reports document the strategic, comprehensive and systematic approach that the Project Team will employ to interface with key local stakeholders. The Public Outreach Task is designed to support the engineering tasks that will be completed as part of Phase 2, providing important input from local officials to ensure that the preliminary design considers local issues and concerns. The approach will include:

- Identifying key local officials, policy-makers and influential stakeholders to be briefed;
- Focusing the outreach for this phase on potential Maglev station locations;
- Scheduling presentations at three milestones during the project;
  - Kick-off (September 2005)
  - Station Siting (February/March 2006)
  - Project Recommendations (June 2006)
- Organizing station siting workshops for potential locations to be conducted with City, County and agency staff, prior to the February/March 2006 briefings;

- Developing clear and thematic presentations, tailored for individual audiences and provided on an ongoing basis to appropriate individuals and organizations;
- Providing the webmaster with timely information during the term of the study to post on a Maglev Phase 2 site located on SCAG's website; and,
- Developing at least three Fact Sheets, corresponding with the project milestones (i.e. project initiation, station alternatives and project alignment/recommendations) for distribution and posting to the website.
- Coordination with related major transportation projects located along the proposed Maglev alignment including the California/Nevada Maglev Project, the California High Speed Rail Project, the Ontario Airport Master Plan, the Alameda Corridor East (ACE) Project, and the West Los Angeles Transit Hub Study.

### **Stakeholder Identification**

Key local stakeholders within each project segment have been identified for the Outreach and Communications effort. Agency representatives, civic leaders, elected officials and key staffers from local governments within these geographic segments are identified and briefings recommended. Additional stakeholders such as developers and other economic interests will also be provided detailed presentations as warranted. Municipal and civic stakeholders are identified in their capacities as either key policy makers or leaders of active organizations or those organizations themselves, with a focus on business and economic development, transportation and land use advocacy. In all briefings, comments and concerns will be noted, analyzed and addressed. Where parts of the study overlap, one tailored presentation will be made to that stakeholder, rather than conducting multiple meetings.

### **Stakeholder Meetings**

Meetings for Maglev Phase 2 will focus on stakeholders at potential station sites along the alignment. Thus, it will be especially important to brief those stakeholders representing the cities of Los Angeles, West Covina, Industry (an alternative to the West Covina station site) and Ontario, though stakeholders representing jurisdictions along that alignment will also be identified. Additional meetings can be conducted as requested by stakeholders along the alignment.

Meetings with these key stakeholders will take place at key project milestones, respectively at the project kick-off (September 2005), as the locations of the potential stations are identified (February/March 2006) and then as the project recommendations are finalized (June 2006). The team will prepare PowerPoint presentations tailored to each geographic segment, although common themes will also be addressed. The meetings and presentations will focus on technical information related to the Maglev project. The briefings are not intended to be lobbying efforts or attempts to obtain endorsement for the project but rather to obtain or offer information related to the engineering of the system and the proposed stations.



**Station Siting Workshop**

Station Siting Workshops are proposed for the Maglev Phase 2 project and will involve agency and City representatives from the cities of West Covina or Industry, Los Angeles and Ontario. This workshop will aid the project team in refining its decision-making related to station siting prior to the second round of stakeholder briefings in February/March 2006.

**Collateral Material Development**

As noted, a PowerPoint presentation will be developed for each round of briefings which will also be used as a “leave behind” after each meeting. In addition, at least three fact sheets will be developed and distributed around the three major critical milestones, and copies of the PowerPoint presentations were provided as “leave behind” materials at all briefings.

**Website**

Maglev Phase 2 materials, such as the project Fact Sheets and PowerPoint presentations, will be provided by the Lockheed Martin Team to the webmaster for posting on a dedicated page located at SCAG’s website. This page will be updated, at minimum, at each project milestone. Information on the website will include PDF versions of approved Fact Sheets, clear graphic presentation of possible station sites, and the most current PowerPoint presentation. This page will be an especially useful tool in directing stakeholders to one central accessible source of project information. In addition, the website will permit users to submit questions to SCAG about the project.

**Summary of Comments**

Comments collected during the course of the Maglev Phase 2 project will be summarized and prepared in the narrative and categorized. These comments should reflect the general sentiment of key stakeholders and provide a broader context for the project recommendations. Comments and questions will be answered jointly by the consultant and SCAG’s Project Manager.

## 2.5.1 Public Involvement Plan – Part 1

### Overview

This Milestone Report, Outreach and Communications for the Maglev Deployment Program: Phase 2 Part I, is the first of three focused documents that will address consensus-building along the geographic segments of this project. This report will address Part I, Ontario International Airport (ONT) to the San Gabriel Valley. Part I is approximately 19 miles in length and contains 2 stations. The remaining parts are as follows:

- Part II: San Gabriel Valley to Union Station
- Part III: Union Station to West Los Angeles

This report documents the strategic, comprehensive and systematic approach that the Project Team will employ to interface with key stakeholders. This will include:

- Identifying key local officials, policy-makers and influential stakeholders to be briefed;
- Focusing the outreach for this phase on two potential Maglev station locations;
  - City of West Covina and/or the City of Industry
  - City of Ontario/Ontario International Airport (LAWA)
- Scheduling presentations at three milestones during the project;
  - Kick-off (September 2005)
  - Station Siting (February/March 2006)
  - Project Recommendations (June 2006)
- Organizing station siting workshops for potential West Covina/Industry and Ontario locations to be conducted with City, County and agency staff prior to the February/March 2006 briefings.;
- Developing clear and thematic presentations, tailored for individual audiences and provided on an ongoing basis to appropriate individuals and organizations;
- Providing the webmaster with timely information during the term of the study to post on a Maglev Phase 2 site located on SCAG's website; and,

- Developing at least three Fact Sheets, corresponding with the project milestones (i.e. project initiation, station alternatives and project alignment/recommendations) for distribution and posting to the website.
- Coordination with related major transportation projects located along this segment of the proposed Maglev alignment including the California/Nevada Maglev Project, the California High Speed Rail Project, and the Ontario Airport Master Plan.

### Stakeholder Identification

This section provides an overview of key local stakeholders identified for the Outreach and Communications effort. Under this approach, agency representatives, civic leaders, elected officials and key staffers from local governments within these geographic segments are identified and briefings recommended. Additional stakeholders such as developers and other economic interests will also be provided detailed presentations as warranted. Municipal and civic stakeholders are identified in their capacities as either key policy makers or leaders of active organizations or those organizations themselves, with a focus on business and economic development, transportation and land use advocacy. This list is not intended to encompass all potential stakeholders. If additional officials or stakeholders request technical materials or briefings, the requests will be fulfilled within the scope of this outreach plan. In all briefings, comments and concerns will be noted, analyzed and addressed.

Stakeholders identified include, at minimum, the following:

#### *Elected Officials*

- Los Angeles County Supervisors
  - Mike Antonovich
- San Bernardino County Supervisors
  - Gary Ovitt
- Other Government
  - San Bernardino Associated Governments (SANBAG)
  - Riverside County Transportation Commission (RCTC)

#### *Interagency Coordination*

- Los Angeles World Airports (LAWA)
- City of Ontario
- City of Industry
- City of West Covina

- Caltrans Districts 7 & 8
- Federal Transit Administration (FTA)
- Federal Railroad Administration (FRA)

*Business/Transportation Advocacy Groups*

- Inland Empire
  - Inland Empire Economic Partnership
  - United Parcel Service (UPS)
  - Housing Developers
  - Union Pacific Railway (UP)
  - Burlington Northern Santa Fe Railway (BNSF)

Where parts of the study overlap, one tailored presentation will be made to that stakeholder, rather than multiple meetings.

**Stakeholder Meetings**

Meetings for Maglev Phase 2, Part I will focus on stakeholders at potential station sites in the ONT to West Covina segment. Thus, it will be especially important to brief those stakeholders representing the cities of Ontario, West Covina and Industry (an alternative to the West Covina station site) as well as LAWA, though stakeholders representing jurisdictions along that alignment have also been identified. Additional meetings can be conducted as requested by stakeholders along the alignment.

Meeting with these key stakeholders will take place at key project milestones, respectively at the project kick-off (September 2005), as the locations of the potential stations are identified (February/March 2006) and then as the project recommendations are finalized (June 2006). The team will prepare PowerPoint presentations tailored to each geographic segment, although common themes will also be addressed. The meetings and presentations will focus on technical information related to the Maglev project. The briefings are not intended to be lobbying efforts or attempts to obtain endorsement for the project, but rather to obtain and offer information related to the engineering of the system and proposed stations.

**Station Siting Workshop**

Station Siting Workshops are proposed for Maglev Phase 2, Part I and will involve agency and City representatives from the City of Ontario, LAWA, and the cities of West Covina or Industry. This workshop will aid the project team in refining its decision-making related to station siting prior to the second round of stakeholder briefings in February/March 2006.

**Collateral Material Development**

As noted, a PowerPoint presentation will be developed for each round of briefings which will also be used as a “leave behind” after each meeting. In addition, at least three fact sheets will be developed and distributed around the three major critical milestones, and copies of the PowerPoint presentations were provided as “leave behind” materials at all briefings.

**Website**

Maglev Phase 2 materials, such as the project Fact Sheets and PowerPoint presentations, will be provided by the Lockheed Martin Team to the webmaster for posting on a dedicated page located at SCAG’s website. This page will be updated, at minimum, at each project milestone. Information on the website will include PDF versions of approved Fact Sheets, clear graphic presentation of possible station sites, and the most current PowerPoint presentation. This page will be an especially useful tool in directing stakeholders to one central accessible source of project information. In addition, the website will permit users to submit questions to SCAG about the project.

**Summary of Comments**

Comments collected during the course of Maglev Phase 2 Part I will be summarized and prepared in the narrative and categorized. These comments should reflect the general sentiment of key stakeholders and provide a broader context for the project recommendations. Comments and questions will be answered jointly by the consultant and SCAG’s Project Manager.

## 2.4.2 Public Involvement Plan – Part 2

### Overview

This Milestone Report, Outreach and Communications for the Maglev Deployment Program: Phase 2 Part II, is the second of three focused documents that will address consensus-building along the geographic segments of this project. This report will address Part II, San Gabriel Valley to Union Station. Part II is approximately 18 miles in length with one station. The remaining segments are as follows:

- Part I: Ontario International Airport (ONT) to San Gabriel Valley
- Part III: Union Station to West Los Angeles

This report documents the strategic, comprehensive and systematic approach that the Project Team will employ to interface with key stakeholders. This will include:

- Identifying key local officials, policy-makers and influential stakeholders to be briefed;
- Focusing the outreach for this phase on two potential Maglev station locations;
  - City of West Covina and/or the City of Industry
  - City of Los Angeles (Downtown only)
- Scheduling presentations at three milestones during the project;
  - Kick-off (September 2005)
  - Station Siting (February/March 2006)
  - Project Recommendations (June 2006)
- Organizing station siting workshops for potential West Covina/Industry and City of Los Angeles (Union Station) locations to be conducted with City, County and agency staff, prior to the February/March 2006 briefings;
- Developing clear and thematic presentations, tailored for individual audiences and provided on an ongoing basis to appropriate individuals and organizations;
- Providing the webmaster with timely information to post on a Maglev Phase 2 site located on SCAG's website; and,
- Developing at least three Fact Sheets, corresponding with the project milestones (i.e. background/project description, station alternatives and project recommendations) for distribution and posting to the website.

- Coordination with related major transportation projects located along this segment of the proposed Maglev alignment including the Alameda Corridor East (ACE) Project and the California High Speed Rail Project.

### Stakeholder Identification

This section provides an overview of key local stakeholders identified for the Outreach and Communications effort. Under this approach, agency representatives, civic leaders, elected officials and key staffers from local governments within these geographic segments are identified and briefings recommended. Additional stakeholders such as developers and other economic interests will also be provided detailed presentations as warranted. Municipal and civic stakeholders are identified in their capacities as either key policy makers or leaders of active organizations or those organizations themselves, with a focus on business and economic development, transportation and land use advocacy. This list is not intended to encompass all potential stakeholders. If additional officials or stakeholders request technical materials or briefings, the requests will be fulfilled within the scope of this outreach plan. In all briefings, comments and concerns will be noted, analyzed and addressed.

Stakeholders identified include, at minimum, the following:

#### *Elected Officials*

- Los Angeles County Supervisors
  - Gloria Molina
- City of Los Angeles
  - Office of Mayor Antonio Villaraigosa
- Los Angeles City Councilmembers
  - Ed Reyes
  - Jan Perry
  - Council District 14 (vacant)
  - Wendy Greuel (Chair, Transportation Committee)
  - Greig Smith (Member, Transportation Committee)
- Other Government
  - San Gabriel Valley COG

#### *Business/Transportation Advocacy Groups*

- Los Angeles Area

- Los Angeles Area Chamber of Commerce
- Central City Association
- Central City Association East
- Transit Coalition
- Union Pacific Railway (UP)
- Burlington Northern Santa Fe Railway (BNSF)
- Other
  - Gabriel Valley Economic Alliance

#### *Interagency Coordination*

- Los Angeles County Metropolitan Transportation Authority (Metro)
- Los Angeles Department of Transportation (LADOT)
- Los Angeles City Planning
- Amtrak
- Metrolink
- Caltrans Districts 7
- Federal Transit Administration (FTA)
- Federal Railroad Administration (FRA)

#### *Institutions*

- Union Station
- ProLogis (parent company of Catellus, Union Station property owner)

Where segments of the study overlap, one tailored presentation will be made to that stakeholder, rather than multiple meetings.

#### **Stakeholder Meetings**

Meetings for Maglev Phase 2, Part II will focus on stakeholders at potential station sites in Part II, West Covina to Union Station segment. Thus, it will be especially important to brief those stakeholders representing the cities of West Covina and Industry (an alternative to the West Covina station site) and the City of Los Angeles (Downtown area), though stakeholders representing jurisdictions along that alignment



have also been identified. Additional meetings can be conducted as requested by stakeholders along the alignment.

Meeting with these key stakeholders will take place at key project milestones, respectively at the project kicks-off (September 2005), as the locations of the potential stations are identified (February/March 2006) and then as the project recommendations are finalized (June 2006). The team will prepare PowerPoint presentations tailored to each geographic segment, although common themes will also be addressed. The meetings and presentations will focus on technical information related to the Maglev project. The briefings are not intended to be lobbying efforts or attempts to obtain endorsement for the project, but rather to obtain and offer information related to the engineering of the system and the proposed stations.

### **Station Siting Workshop**

Station Siting Workshops are proposed for Maglev Phase 2, Part II and will involve agency and City representatives from the cities of West Covina or Industry and the City of Los Angeles, focusing on the Downtown area. This workshop will aid the project team in refining its decision-making related to station siting prior to the second round of stakeholder briefings in February/March 2006.

### **Collateral Material Development**

As noted, a PowerPoint presentation will be developed for each round of briefings which will also be used as a “leave behind” after each meeting. In addition, at least three fact sheets will be developed and distributed around the three major critical milestones, and copies of the PowerPoint presentations were provided as “leave behind” materials at all briefings.

### **Website**

Maglev Phase 2 materials, such as the project Fact Sheets and PowerPoint presentations, will be provided by the Lockheed Martin Team to the webmaster for posting on a dedicated page located at SCAG’s website. This page will be updated, at minimum, at each project milestone. Information on the website will include PDF versions of approved Fact Sheets, clear graphic presentation of possible station sites, and the most current PowerPoint presentation. This page will be an especially useful tool in directing stakeholders to one central accessible source of project information. In addition, the website will permit users to submit questions to SCAG about the project.

### **Summary of Comments**

Comments collected during the course of Maglev Phase 2 Part II will be summarized and prepared in the narrative and categorized. These comments should reflect the general sentiment of key stakeholders and provide a broader context for the project recommendations. Comments and questions will be answered jointly by the consultant and SCAG’s Project Manager.

## 2.4.3 Public Involvement Plan – Part 3

### Overview

This Milestone Report, Outreach and Communications for the Maglev Deployment Program: Phase 2 Part III, is the third of three focused documents that will address consensus-building along the geographic segments of this project. This report will address Part III: Union Station to West Los Angeles. Part III is approximately 17 miles with one station. The remaining segments are as follows:

- Part I: Ontario International Airport (ONT) to San Gabriel Valley
- Part II: San Gabriel Valley to Union Station

This report documents the strategic, comprehensive and systematic approach that the Project Team will employ to interface with key stakeholders. This will include:

- Identifying key local officials, policy-makers and influential stakeholders to be briefed;
- Focusing the outreach for this phase on two potential Maglev station locations;
  - City of Los Angeles (Downtown)
  - City of Los Angeles (Westside)
- Scheduling presentations at three milestones during the project;
  - Kick-off (September 2005)
  - Station Siting (February/March 2006)
  - Project Recommendations (June 2006)
- Organizing station siting workshops for potential City of Los Angeles (Union Station and Westside) locations to be conducted with City, County and agency staff prior to the February/March 2006 briefings;
- Developing clear and thematic presentations, tailored for individual audiences and provided on an ongoing basis to appropriate individuals and organizations;
- Providing the webmaster with timely information during the term of study to post on a Maglev Phase 2 site located on SCAG's website; and,
- Developing at least three Fact Sheets, corresponding with the project milestones (i.e. project initiation, station alternatives and project alignment/recommendations) for distribution and posting to the website.

- Coordination with related major transportation projects located along this segment of the proposed Maglev alignment including the West Los Angeles Transit Hub Study and the California High Speed Rail Project.

### Stakeholder Identification

This section provides an overview of key local stakeholders identified for the Outreach and Communications effort. Under this approach, agency representatives, civic leaders, elected officials and key staffers from local governments within these geographic segments are identified and briefings recommended. Additional stakeholders such as developers and other economic interests will also be provided detailed presentations as warranted. Municipal and civic stakeholders are identified in their capacities as either key policy makers or leaders of active organizations or those organizations themselves, with a focus on business and economic development, transportation and land use advocacy. This list is not intended to encompass all potential stakeholders. If additional officials or stakeholders request technical materials or briefings, the requests will be fulfilled within the scope of this outreach plan. In all briefings, comments and concerns will be noted, analyzed and addressed.

Stakeholders identified include, at minimum, the following:

#### *Elected Officials*

- Los Angeles County Supervisors
  - Zev Yaroslavsky
  - Yvonne B. Burke
- City of Los Angeles
  - Office of Mayor Antonio Villaraigosa
- Los Angeles City Councilmembers
  - Bernard Parks (MTA & City Transportation Committee)
  - Jack Weiss
  - Bill Rosendahl
  - Council District 10 (vacant)
  - Wendy Greuel (Chair, Transportation Committee)
  - Greig Smith (Member, Transportation Committee)
- Other Government
  - Westside Cities COG

- South Bay Council of Government

*Business/Transportation Advocacy Groups*

- Los Angeles Area
  - Los Angeles Area Chamber of Commerce
  - Westside Urban Forum
  - Transit Coalition
- Other Business Stakeholders
  - Housing Developers

*Interagency Coordination*

- Los Angeles County Metropolitan Transportation Authority (Metro)
- Los Angeles Department of Transportation (LADOT)
- City of Culver City
- City of Santa Monica
- Los Angeles City Planning
- Los Angeles World Airports (LAWA)
- Amtrak
- Metrolink
- Caltrans Districts 7
- Federal Transit Administration (FTA)
- Federal Railroad Administration (FRA)

*Institutions*

- Union Station
- ProLogis (parent company of Catellus, Union Station property owner)
- University of California, Los Angeles (UCLA)
- Veteran's Administration
- GSA

Where segments of the study overlap, one tailored presentation will be made to that stakeholder, rather than multiple meetings.

### **Stakeholder Meetings**

Meetings for Maglev Phase 2, Part III will focus on stakeholders at potential station sites in the Part III, Union Station to West Los Angeles segment. Thus, it will be especially important to brief those stakeholders representing the City of Los Angeles (Downtown and Westside areas), though stakeholders representing jurisdictions along that alignment have also been identified. Additional meetings can be conducted as requested by stakeholders along the alignment.

Meeting with these key stakeholders will take place at key project milestones, respectively at the project kick-off (September 2005), as the locations of the potential stations are identified (February/March 2006) and then as the project recommendations are finalized (June 2006). The team will prepare PowerPoint presentations tailored to each geographic segment, although common themes will also be addressed. The meetings and presentations will focus on technical information related to the Maglev project. The briefings are not intended to be lobbying efforts or attempts to obtain endorsement for the project, but rather to obtain and offer information related to the engineering of the system and the proposed stations.

### **Station Siting Workshop**

Station Siting Workshops are proposed for the Maglev Phase 2, Part III segment and will involve agencies representing the City of Los Angeles, focusing on the Downtown and Westside areas. This workshop will aid the project team in refining its decision-making related to station siting prior to the second round of stakeholder briefings in February/March 2006.

### **Collateral Material Development**

As noted, a PowerPoint presentation will be developed for each round of briefings which will also be used as a “leave behind” after each meeting. In addition, at least three fact sheets will be developed and distributed around the three major critical milestones, and copies of the PowerPoint presentations were provided as “leave behind” materials at all briefings.

### **Website**

Maglev Phase 2 materials, such as the project Fact Sheets and PowerPoint presentations, will be provided by the Lockheed Martin Team to the webmaster for posting on a dedicated page located at SCAG’s website. This page will be updated, at minimum, at each project milestone. Information on the website will include PDF versions of approved Fact Sheets, clear graphic presentation of possible station sites, and the most current PowerPoint presentation. This page will be an especially useful tool in directing stakeholders to one central accessible source of project information. In addition, the website will permit users to submit questions to SCAG about the project.

**Summary of Comments**

Comments collected during the course of Maglev Phase 2 Part III will be summarized and prepared in the narrative and categorized. These comments should reflect the general sentiment of key stakeholders and provide a broader context for the project recommendations. Comments and questions will be answered jointly by the consultant and SCAG's Project Manager.

# **M E M O**

## **ITEM 5.2**

---

**To: Maglev Task Force Members**

**From: Zahi Faranesh (x819)**

**Date: December 8, 2005**

**RE: Approval of Task 1 of Detailed Work Plan of Alternatives Analysis**

---

### **RECOMMENDATION:**

Review and approve the attached Task 1 of the Detailed Work Plan of the Alternatives Analysis – “Review Available Plans and Data”.

### **SUMMARY:**

A notice to proceed for the Alternatives Analysis was sent on August 4, 2005. The study will analyze Steel-wheel and Maglev technologies on the Initial Operating Segment from West Los Angeles to Ontario Airport. Cambridge Systematics has drafted a Detailed Work Plan, which was commented upon by the Federal Railroad Administration.

Project Managers from SCAG, City of Ontario, City of Los Angeles and SANBAG have revised the work plan and agreed upon Task 1: “Review Available Plans and Data” at this time. The FRA has also approved the revisions to Task 1. The remaining tasks of the Detailed Work Plan will be finalized by the Project Managers in the coming weeks.

# *Alternatives Analysis of the Los Angeles/Ontario Regional High Speed Ground Transportation Project*

## **Task 1. Review Available Plans and Data**

This study will conduct an analysis of alternatives for the entire length of the proposed initial operating segment (IOS) of high-speed regional ground transportation in the Los Angeles/Ontario area, and will also consider potential linkage from the proposed West Los Angeles station to Los Angeles International Airport (LAX).

The IOS/LAX extension, along with an interconnected system of regional and interregional high-speed rail lines, forms a key component of a number of planning studies, including:

- The 1998, 2001, and 2004 SCAG Regional Transportation Plans;
- SCAG General Aviation Study, including forecasts of air travel; and
- SCAG Maglev System Reports, including, but not limited to, the Maglev Business Plan and Maglev Environmental Assessment.

SCAG is adding high speed transit in the new mode choice travel demand model under development. Direct tests of high speed transit as a commuter or ground access option to regional airports will be available using the SCAG travel demand model. This model system is currently under development by a consultant team led by Cambridge Systematics, Inc. (CS).

Aside from these local studies, the California High-Speed Rail Authority (CHSRA) Business Plan, the recently CHSRA certified Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), the preferred HST alternative, and ongoing Bay Area/California High-Speed Rail Ridership and Revenue Forecasting Study will provide other useful input assumptions, particularly with regards to the deployment of steel-wheel technologies and CalNevada Super Speed Train.

The challenge of this study will be to balance available data on a variety of maglev-related subject matters against the need to provide the comprehensive and independent analyses that will be provided by the CS team. Among the critical areas where prior data may be used for this new study include a number of cost and engineering factors that will help determine project feasibility:



- Maintenance and operational costs;
- Guideway infrastructure, including tracks, bridges and tunnels, and special structures;
- Vehicle cost and performance characteristics;
- Station and parking facilities; and
- Cost of maintenance facilities

Analyses of ridership and revenue streams are also critical elements in determining IOS feasibility. Factors affecting ridership and revenues that will be analyzed include:

- Station access and intermodal linkages, including pedestrian access;
- Alignments and operational plans, including fares;
- Detailed trip-making and performance measurements; and
- Joint development and other non-farebox revenue opportunities (parking charges).

# **M E M O**

## **ITEM 6.1**

---

**To: Maglev Task Force Members**

**From: Production by Sandor Shapery, Shapery Enterprises**

**Date: December 8, 2005**

**RE: The California Regional Maglev Project – San Diego/Los Angeles**

---

### **SUMMARY:**

“The California Regional Maglev Project – San Diego/Los Angeles” is a short informational video produced by Sandor Shapery of Shapery Enterprises in San Diego. The video provides an overview of proposed Maglev projects throughout the SANDAG and SCAG regions, and introduces the California Regional Maglev Project as a means of connecting these lines.

# **M E M O**

## **ITEM 6.2**

---

**To: Maglev Task Force Members**  
**From: Reed Tanger, Transrapid**  
**Date: December 8, 2005**  
**RE: Maglev and Goods Movement**

---

### **SUMMARY:**

Reed Tanger will provide an update of Transrapid's current projects around the world, as well as its existing and potential goods movement capacities. Transrapid has conducted several studies on goods movement and Maglev technology. Mr. Tanger will discuss the potentials and limitations for moving goods via Maglev.